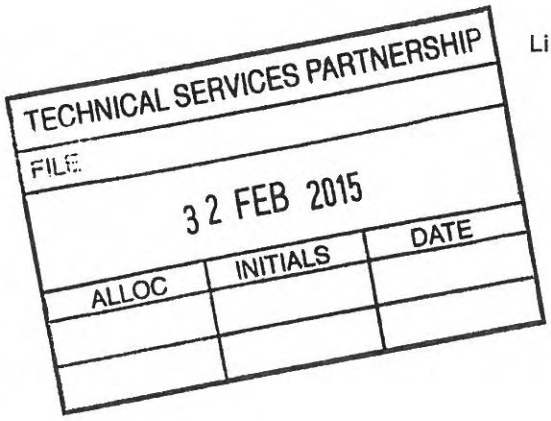
Appendix G:
Consultation with Emergency Services

East Midlands Ambulance Service NHS

NHS Trust

Our Ref: AJH/CJS
Please ask for: Andy Hill
Email: andy.hill@emas.nhs.uk



Lincolnshire Divisional Headquarters
Cross o'Cliff Court
Bracebridge Heath
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LN4 2HL
Telephone: 01522 832601
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Mr L Rowley
Senior Project Leader
Lincolnshire County Council
Highways Alliance
5th Floor - Mill House
Brayford Wharf North
Lincoln LN1 1YT

20th February 2015

Dear Mr Rowley

Re: Lincoln Eastern bypass – Closure of Hawthorn Road

In July 2011 EMAS responded to the stakeholder consultation regarding the above. My predecessor advised that EMAS fully supported the plans to extend the bypass and his response is enclosed for your information.

In November 2014 EMAS was contacted by the Hawthorn Road Action Group which expressed concerns regarding the proposal to close access from Hawthorn Road to the bypass. EMAS has liaised closely with Lincolnshire Fire and Rescue (LFR) to identify the issues specifically around the closure of the Hawthorn Road access and evaluate any associated consequences. EMAS deploys resources from very similar locations as LFR; consequently the data in relation to travel time/distance applies to both organisations.

The Fire Service has conducted some modeling using the Fire Service Emergency Cover Toolkit and the outcome based on the modeling is as follows:-

Travel times from EMAS deployment location sited at Waitrose (A46), Bishops Court, Outer Circle Road.

To Reepham – no change
To Fiskerton – travel time improved
To Cherry Willingham (Top) – travel time improved
To Cherry Willingham (Bottom) – travel time improved

The closure of the Hawthorn Road access does not affect return journeys from the above locations to Lincoln County Hospital.

I am, therefore, in a position to advise that EMAS fully supports the proposals as outlined in the letter sent in 2011 and the closure of the Hawthorn Road access will have no negative impact on EMAS response to patients requiring time critical assistance.

I understand that the Fire Service are forwarding the modeling work, consequently I have not included it in this correspondence.

I hope this information is helpful and please do not hesitate to contact me if you have any concerns.

Yours sincerely

Andy Hill
General Manager (Lincolnshire Division)

East Midlands Ambulance Service NHS
NHS Trust

Lincolnshire Divisional Headquarters
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Our Ref: PJ/RS
Please ask for: Pete Jones
Email: Pete.Jones@emas.nhs.uk

13 July 2011

Mr D Skeet
Senior Project Leader
Technical Services Partnership
Lincolnshire County Council
Witham Park House
Waterside South
Lincoln LN5 7JN

Dear David

Re: Lincoln Eastern Bypass, Stakeholder Consultation Process

I am responding on behalf of East Midlands Ambulance Service NHS Trust regarding the above. In general EMAS welcomes any initiative which supports speedy access to patients within the community and onward transportation to places of definitive care. Specific comments are as follows:

- *What are the key problems and constraints on your business/organization resulting from the current transport situation?*

  Traffic congestion both north and south of the city at peak times impacting upon EMAS ability to respond to patients within required timescales. EMAS currently deploys resources to standby sites at various locations within Lincoln City boundary to mitigate against congestion related delays. Problems will occur, however, when resources at north or south of the City are fully utilized and EMAS is required to respond across town to emergencies. On such occasions problems are encountered on Broadgate due to traffic congestion and road width, which can result in delays of a few minutes pending lights changing to green.

  EMAS is also required to transport patients between various hospital sites. Extended journey times can be experienced during transfers from Grantham Hospital to Lincoln County Hospital at peak times. This is due to the location of Lincoln County Hospital and the route taken. Whilst these are not necessarily time critical for all patients, the additional time taken by EMAS resources to complete the transfer and be available for further details does have a consequent effect on EMAS capacity at certain times of the day.

  The eastern bypass would free up valuable EMAS resource time by eliminating the delays currently experienced on Cross o'Cliff Hill, Canwick Road, Broadgate and Lindum Road.

- *How will the Eastern Bypass address these problems and constraints?*

  EMAS covers a wide geographical area and is required to meet very strict response time targets. Anything which impacts on capability to respond within specific timeframes has a consequent impact on patient care. Whilst EMAS plans for congestion, EMAS is required to operate within the Highway Code, consequently the use of blue lights and sirens only applies to time critical events – travelling to 999 calls or blue light transportation. Where a patient has been attended and requires transportation to hospital, but does not meet blue light criteria, EMAS is required to operate within the Highway Code and has no exemptions. This can result in journey time being increased due to traffic congestion which has a knock on effect to future calls.

- *What will Lincoln Eastern Bypass do to help you achieve your goals and objectives?*

  Support speedy response to emergencies and reduce transportation time.

- *What direct benefits will the scheme have for your business/organization?*

  Support response time targets and free up EMAS resources by reducing time taken per patient episode.

- *Are there any actions and plans you would expect to implement when the bypass is built that you would be unable to undertake without the scheme?*

  EMAS is constantly reviewing its service delivery model to ensure patients receive a timely response. Without this scheme EMAS will continue to deploy resources north and south of the City to offset congestion problems. There will, however, be occasions when EMAS resources will be required to respond across the City and this will impact on response times during periods of congestion. The issues related to transportation and inter hospital transfers will continue pending a bypass being in place.

- *Are there any specific benefits, especially related to economic regeneration that you would expect to see as a result of the scheme?*

  Unable to comment at this time.

- *What will be the negative effects on your business/organisation if the scheme cannot be built?*

  Delayed response and delays in transfer to places of definitive care due to traffic congestion.

Please do not hesitate to contact me should you require any further information or clarification.

Yours sincerely

Pete Jones
Assistant Director of Operations

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP
Witham House
Pelham centre
Canwick road,
Lincoln LN5 8HE

Telephone: **101 exe 5815**
E-mail: **simon.heads@lincs.pnn.police.uk**

11th February 2015

Mr Lee Rowley
Communities, Highways and Traffic
Technical Services Partnership
5th Floor
Mill house
Brayford Wharf North
LINCOLN
LN1 1YT

Dear Mr Rowley

RE: PROPOSED EASTERN BYPASS OF LINCOLN

Thank you for the opportunity to comment on the proposed eastern bypass in Lincoln on behalf of Lincolnshire police. The position of Lincolnshire police remains the same as that articulated by Chief Superintendent Hardy in his letter of 7th of July 2011. Namely, that we whole heartedly support the principle of having the bypass and that it would improve police response times overall.

I am aware that the proposals include the closure of Hawthorn Road and introduction of a restricted move junction. This closure and introduction of a restricted move junction is a matter for the appropriate authorities and local democracy and not the police, so we take the position of neutrality in relation to this.

I have considered the Hawthorn Road closure, and proposed junction, in respect of police response times to villages such as Cherry Willingham. In my professional judgement these specific parts of the proposal would have little effect on police response times.

Yours sincerely

Inspector Simon Heads

Our Ref : LR/RH

Lincolnshire Fire and Rescue
South Park Avenue
Lincoln
LN5 8EL

Mr L Rowley IEng AMICE
Senior Project Leader
Communities, Highways & Traffic
Technical Services Partnership
5th Floor
Mill House
Brayford Wharf North
LINCOLN LN1 1YT

17 February 2015

Dear Lee,

Lincoln Eastern Bypass (LEB) and Hawthorn Road, Lincoln

Further to our meeting yesterday, I am writing to confirm that I have been contacted by the Hawthorn Road Action Group and as a result commissioned some work internally to look at what impact, if any, there would be on response times for emergency vehicles with the LEB in place and the 'stop' on Hawthorn Road. As part of this work some modelling was undertaken using the Fire Service Emergency Cover (FSEC) toolkit which allows us to predictively model risk, perform quantitative assessment of changes to emergency response, fire appliance numbers and locations, crewing changes, specialist vehicles and other related issues.

In this instance the LEB routing and the stopping up of Hawthorn Road was replicated within FSEC in order to model response times from our two fire station locations within the city namely Lincoln South station on South Park Avenue and Lincoln North station on Nettleham Road. The models were based on travel times between the fire station locations and school locations within the villages of Reepham, Fiskerton and Cherry Willingham. Two models were run for each route to show 1. Travel times using the existing road network, and 2. Travel times with the LEB in place and Hawthorn Road 'stopped'. The results of the models, which are attached to this letter, demonstrated that travel times improved with the exception of Reepham, which remained the same. The models for Reepham used the A158 on both occasions so the times remained the same.

Fire and Rescue worked closely with colleagues from East Midlands Ambulance Service (EMAS) due to both services responding from similar locations. The Ambulance and Fire station are adjacent to each other on South Park Avenue, and Ambulances regularly stand by in Waitrose carpark opposite the Nettleham Road fire station to cover the north of the city and surrounding villages.

If I can be of any further assistance then please do not hesitate to contact me.

Yours sincerely

Lynda Ramscar
Integrated Risk Manager

Lynda.ramscar@lincoln.fire-uk.org
Direct dial : 01522 582311

Enc.

Hawthorne Road Action Group (HRAG) work – LFR travel times before and after Eastern Bypass:

Using the FSEC toolkit, LFR have modelled the 1st stage of the proposed Eastern Bypass to perform comparisons at four strategic locations.

The four locations chosen for this pre-emptive consultation work were:

- Reepham primary school – Road junction number = 16337
- Fiskerton primary school – Road junction number = 19196
- Cherry Willingham primary school (Top half of village) – Road junction number = 40064
- Cherry Willingham primary school (Bottom half of village) – Road junction number = 16284

The following table gives a breakdown of the comparisons for both the FSEC Basecase (Prior to the Bypass) and the HRAG Model (taking into consideration the Bypass). The same locations were chosen from each model and then the travel times from Lincoln North (C19) and Lincoln South (C20) Fire Stations were used.

	HRAG C19	Basecase C19	HRAG C20	Basecase C20	+ / - time
Reepham 16337	5m 49s	5m 49s	7m 52s	7m 52s	None
Fiskerton 19196	8m 25s	9m 37s	9m 13s	10m 37s	C19 = 1m 12s – C20 = 1m 24s –
Cherry Willingham (Top) 40064	5m 37s	6m 23s	7m	7m 30s	C19 = 46s – C20 = 30s –
Cherry Willingham (Bottom) 16284	6m 11s	6m 49s	6m 19s	7m 43s	C19 = 38s – C20 = 1m 24s –

The Reepham example used the A158 in both FSEC models; hence the same results being output.

Results were also obtained from FSEC with regards the Dwellings Model, again a comparison was performed prior to the road network being modified to reflect the new Eastern Bypass and after the new road had been modelled.

The County of Lincolnshire has since the 2011 Census had an increase of statistical boundaries called Output Areas (OA's). Prior to the 2011 Census there was 2264 OA's, but with the development of numerous new housing estates and an increase in population there has also had to been an increase in the amount of OA's from the 2264 to 2348.

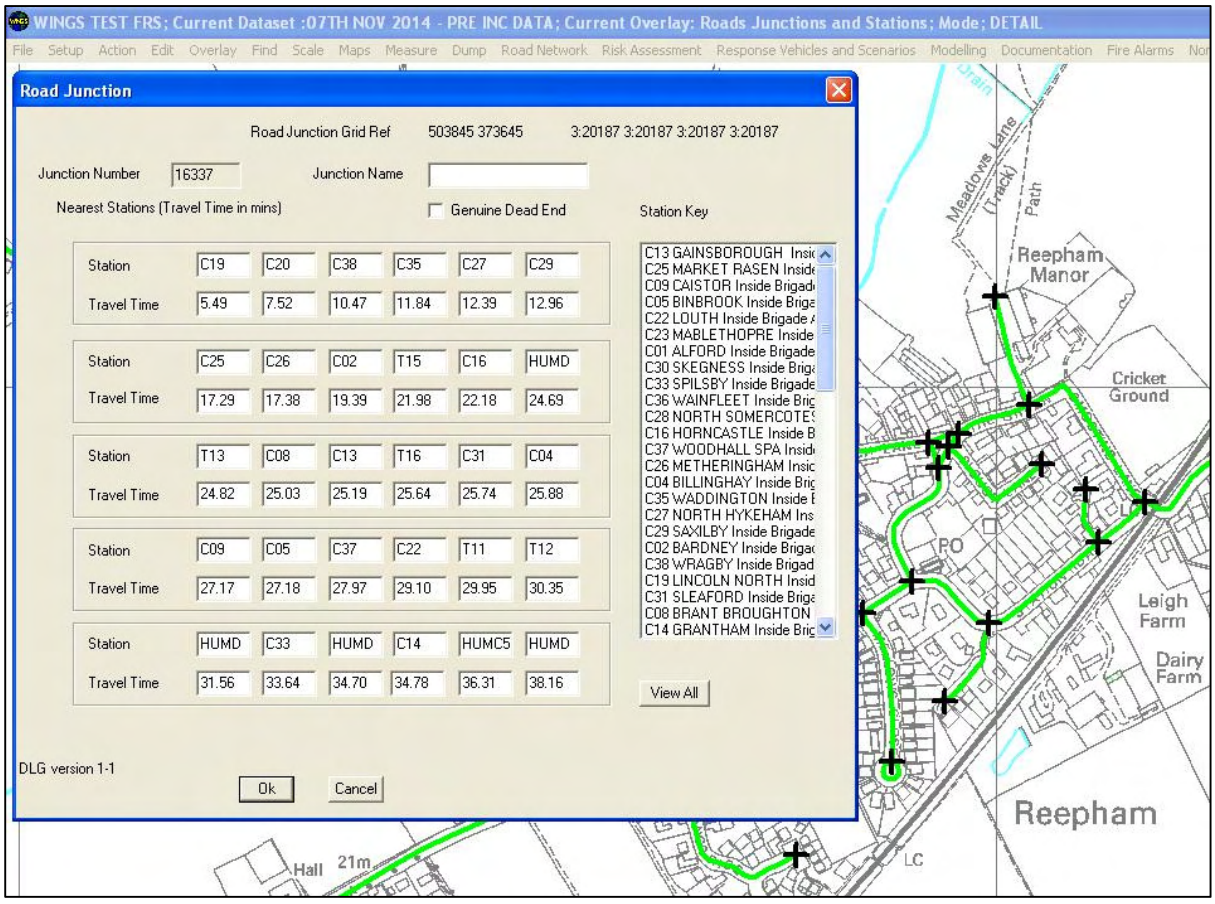
FSEC uses a multitude of data elements to ascertain risk for the 4 distinct models, but the main model used as a comparison for this work is the Dwellings Model.

A count is performed to see what the risk level of each Output Area is currently (Basecase) and then when any alterations are made to the Basecase, the HRAG bypass work for example another count is performed to see if any changes have occurred and if so further granulation into where and why?

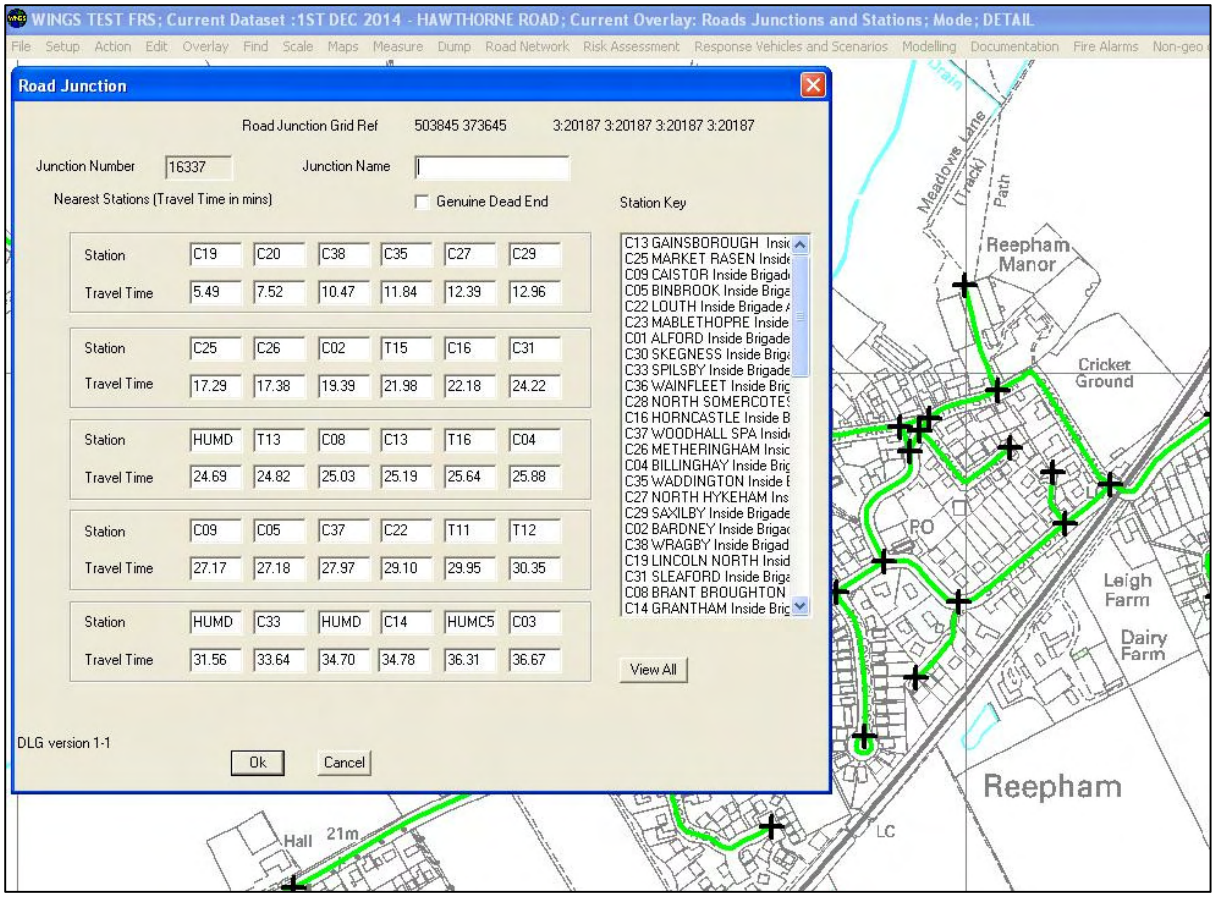
FSEC OA Risk Level	Basecase	HRAG Model	Difference + / -
Very High	1971	1971	None
High	185	185	None
Medium	109	109	None
Low	35	35	None
Very Low	48	48	None

Supporting screenshots for appliance travel time comparisons:

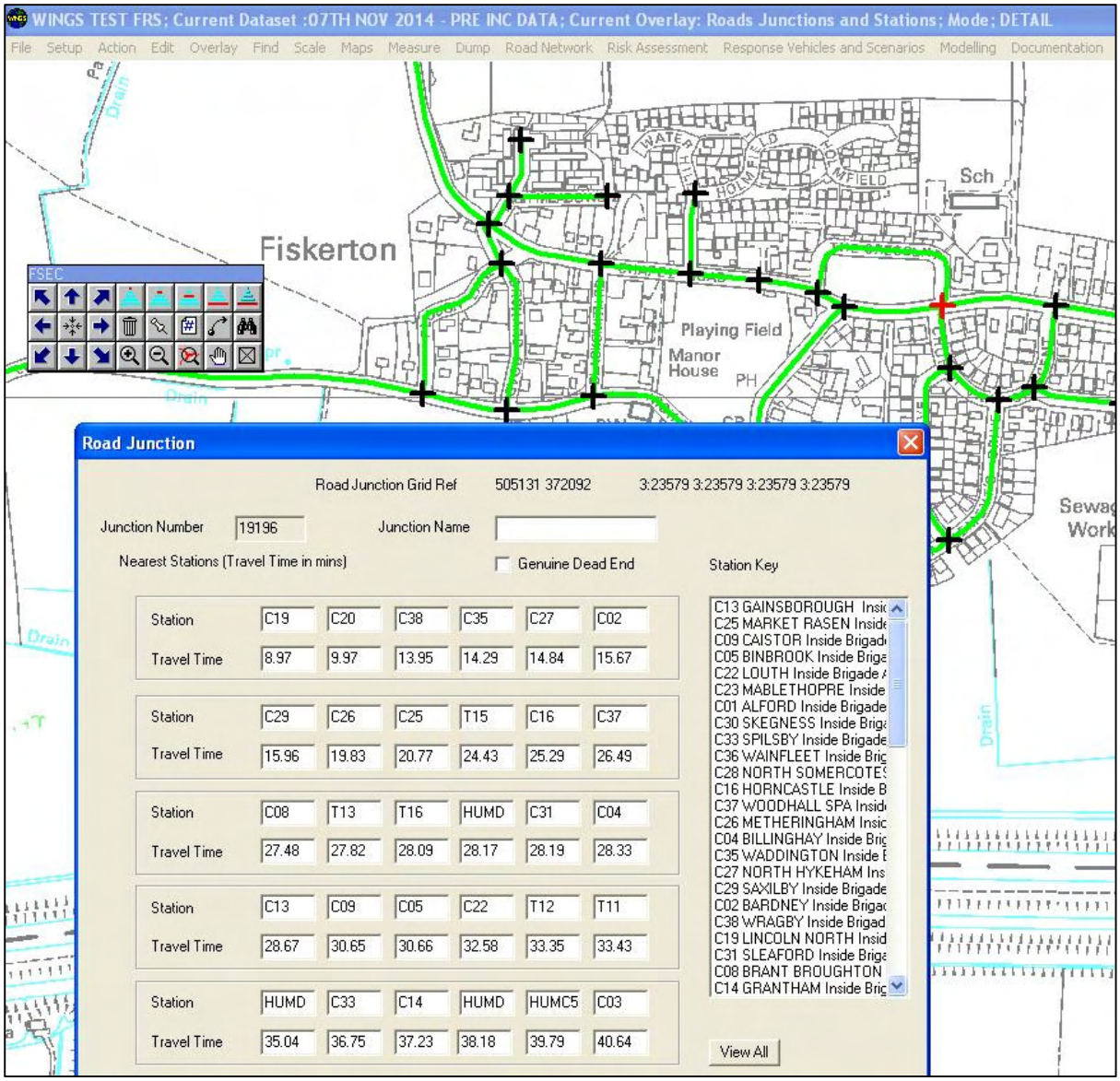
Basecase Model Reepham 16337:



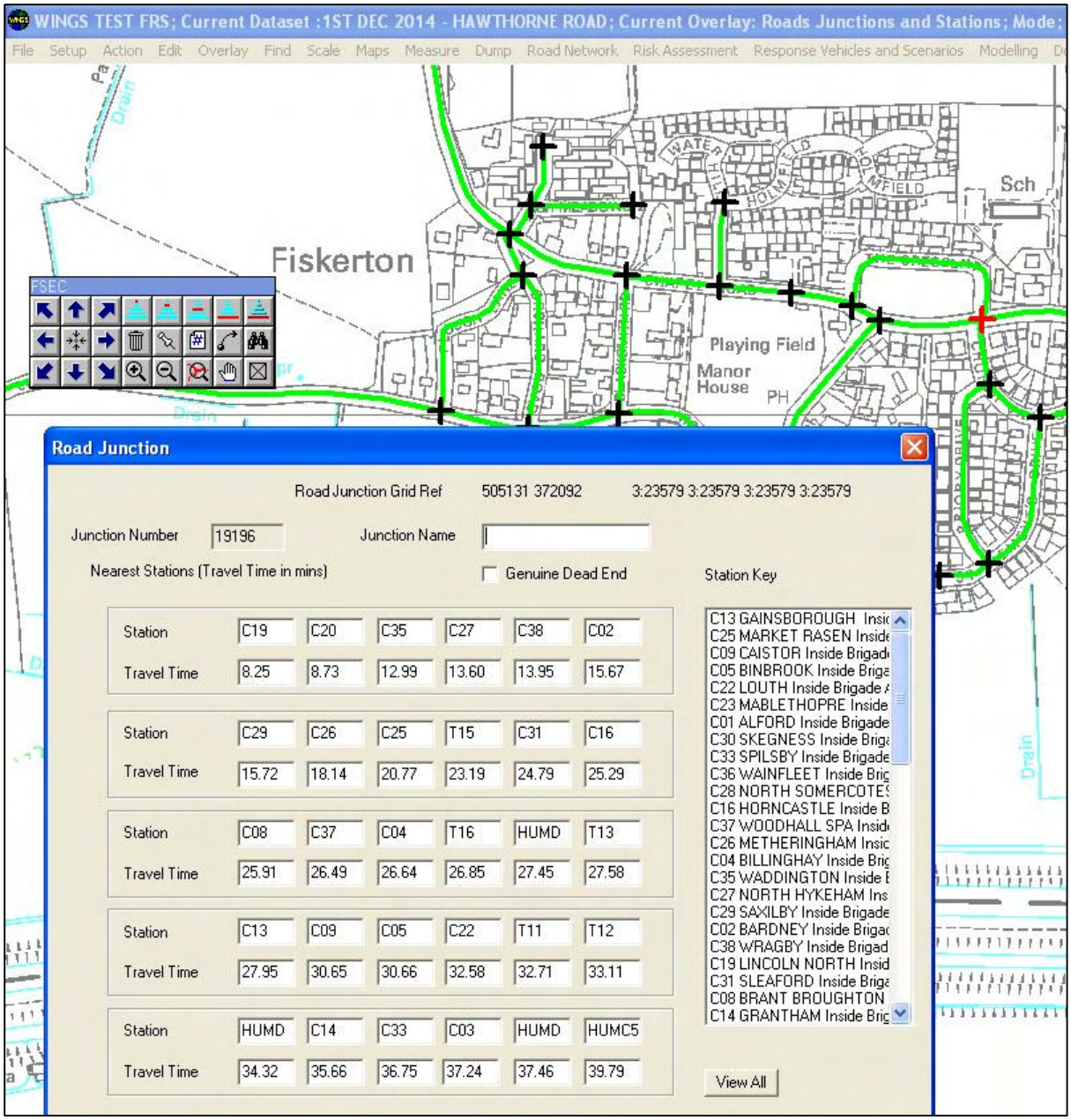
HRAG Model Reepham 16337:



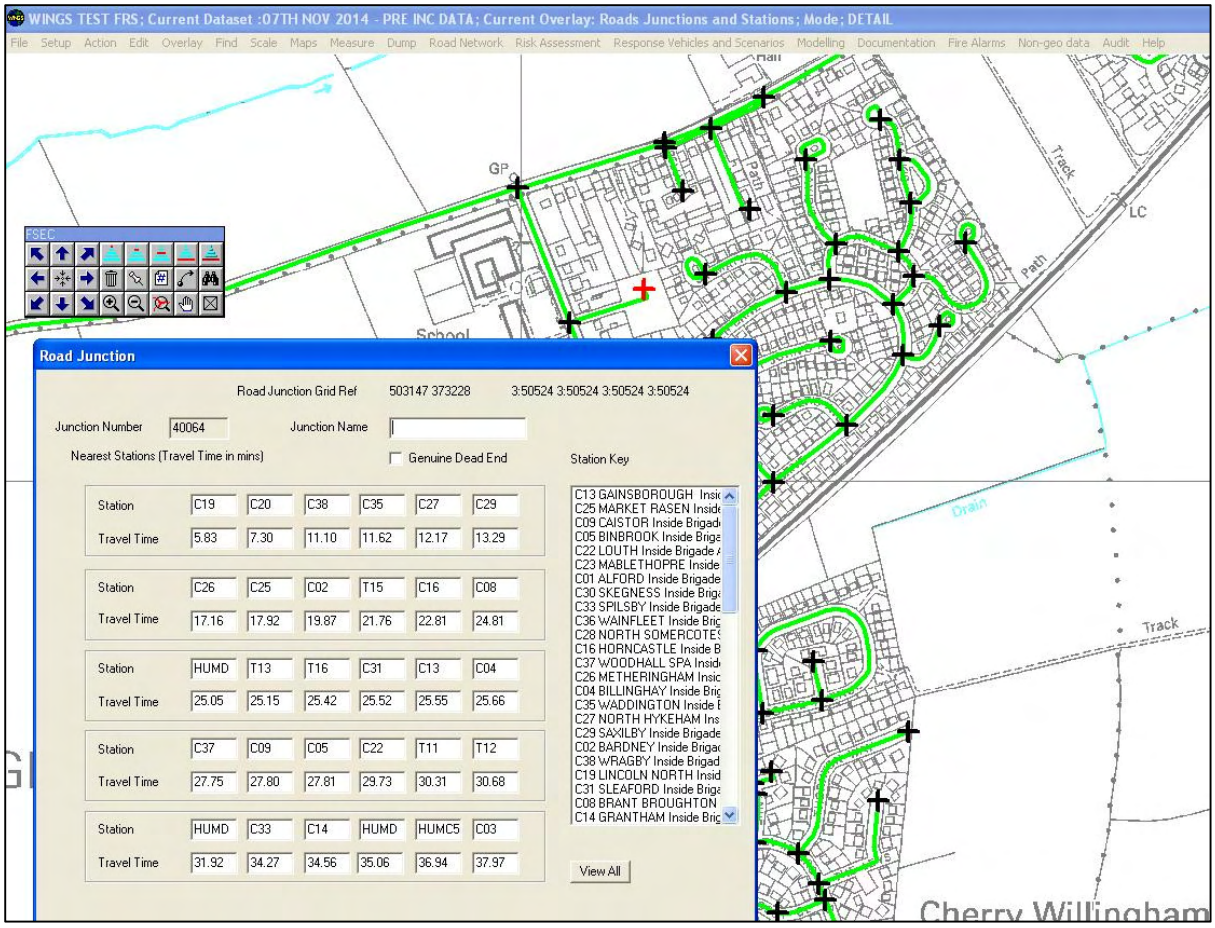
Basecase Model Fiskerton 19196:



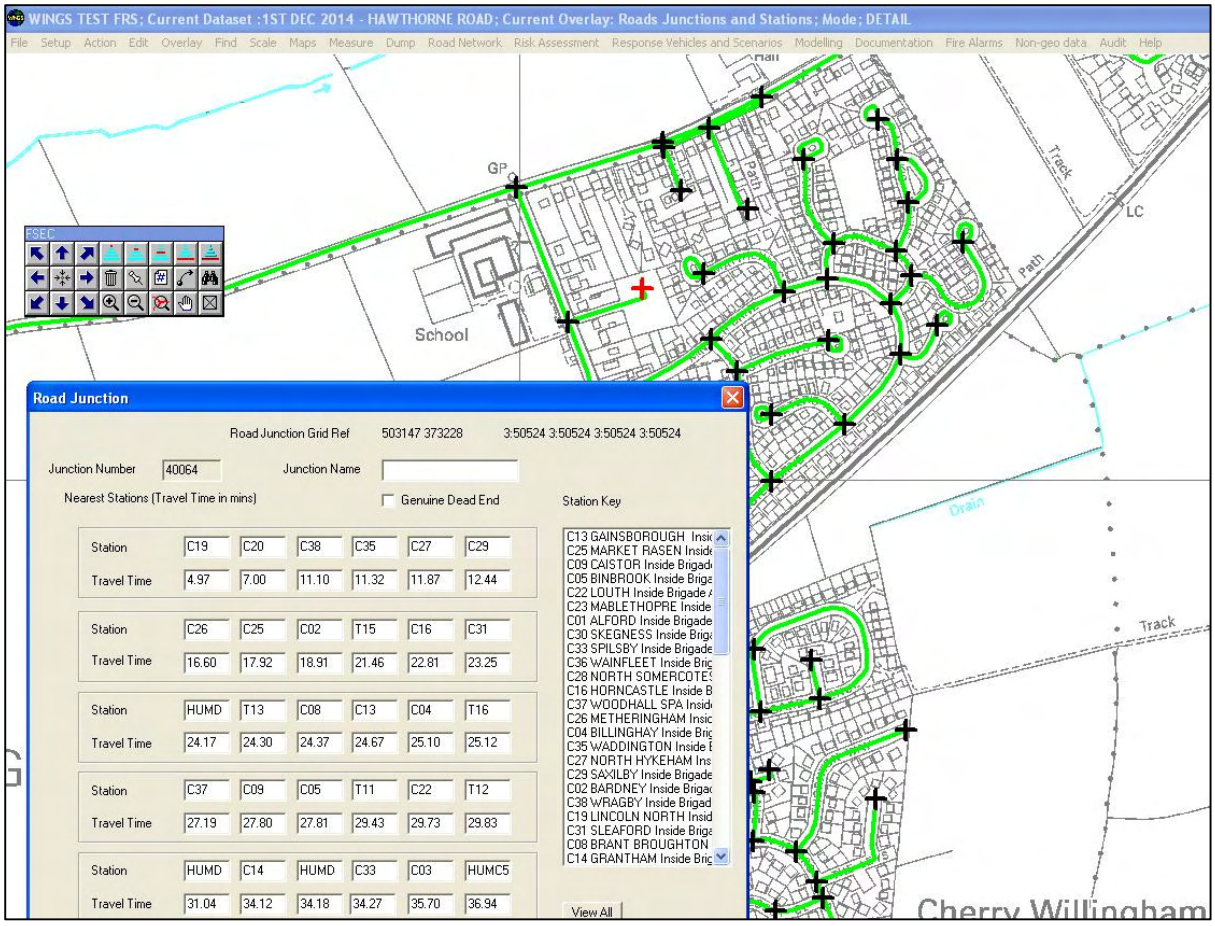
HRAG Model Fiskerton 19196:



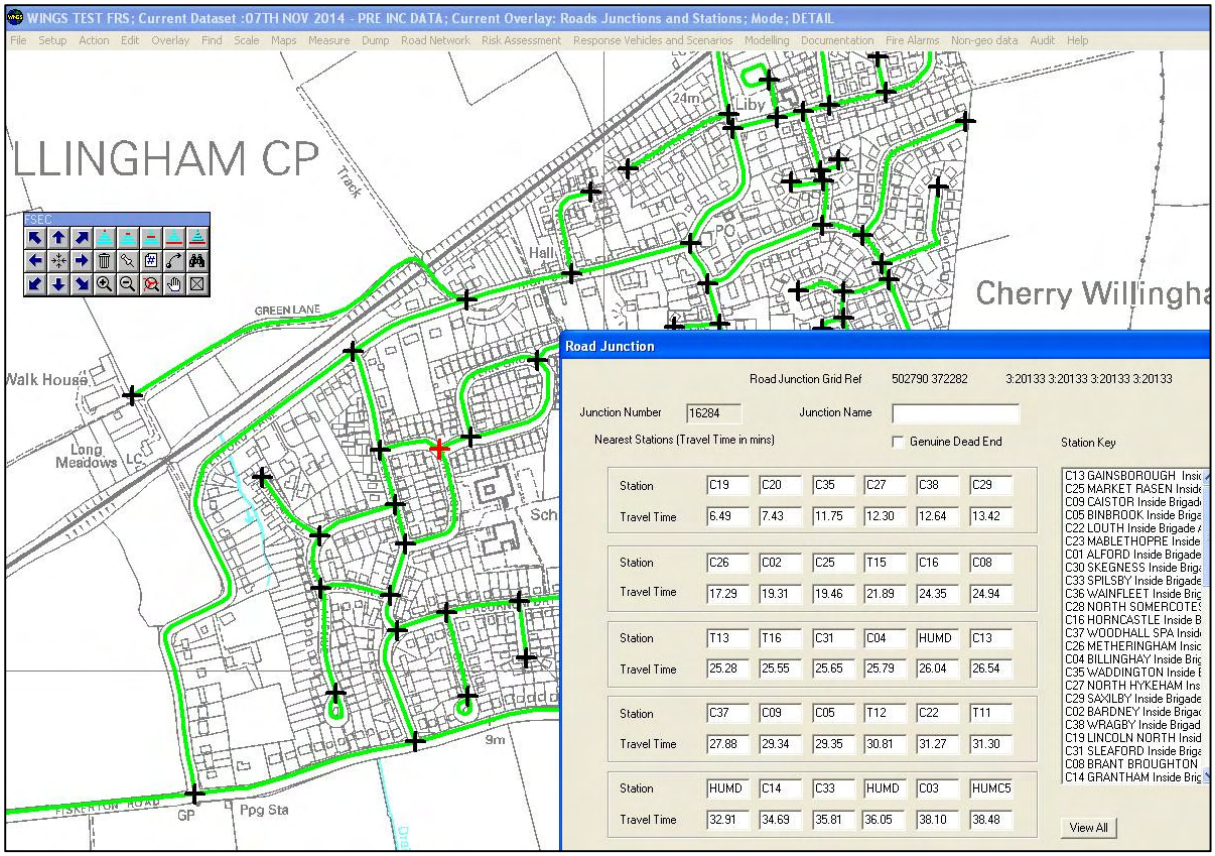
Basecase Model Cherry Willingham (Top Half) 40064:



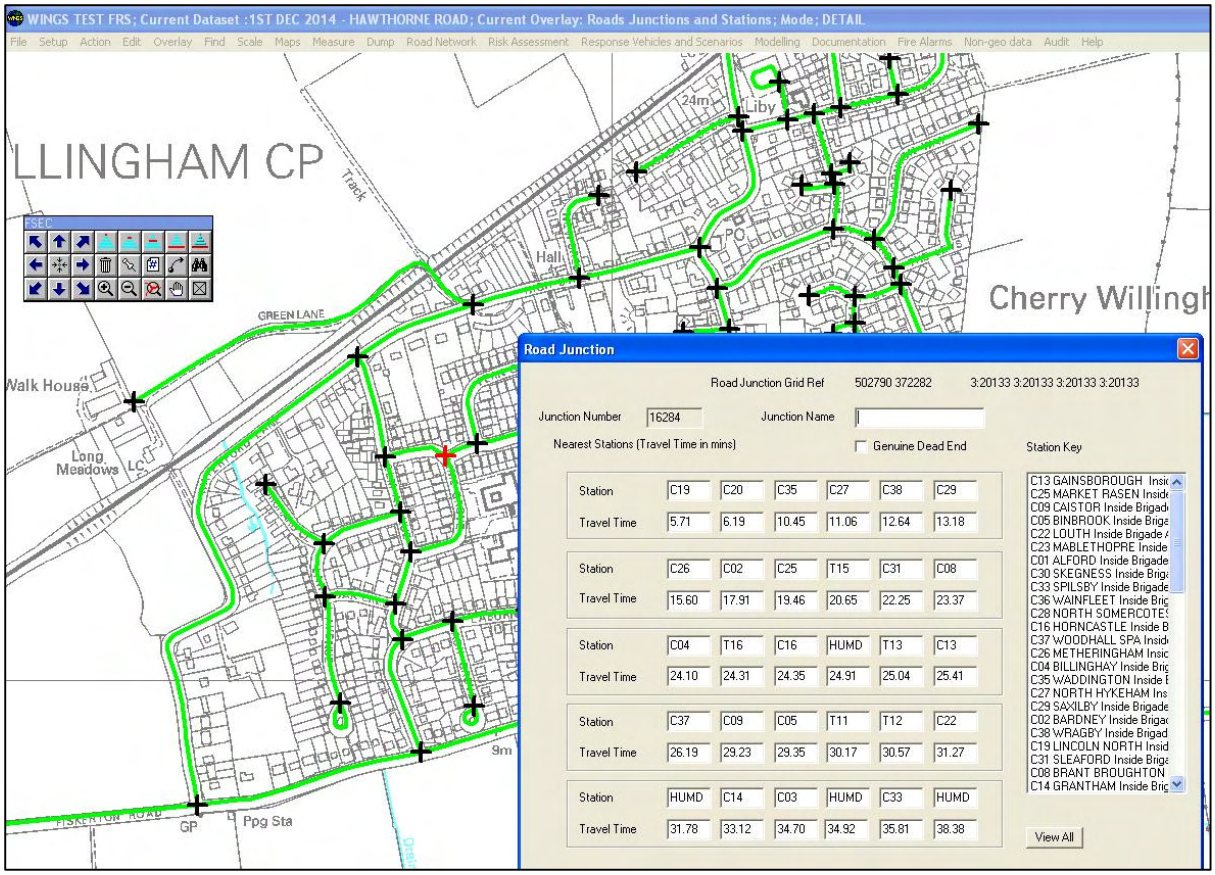
HRAG Model Cherry Willingham (Top Half) 40064:



Basecase Model Cherry Willingham (Bottom Half) 16284:

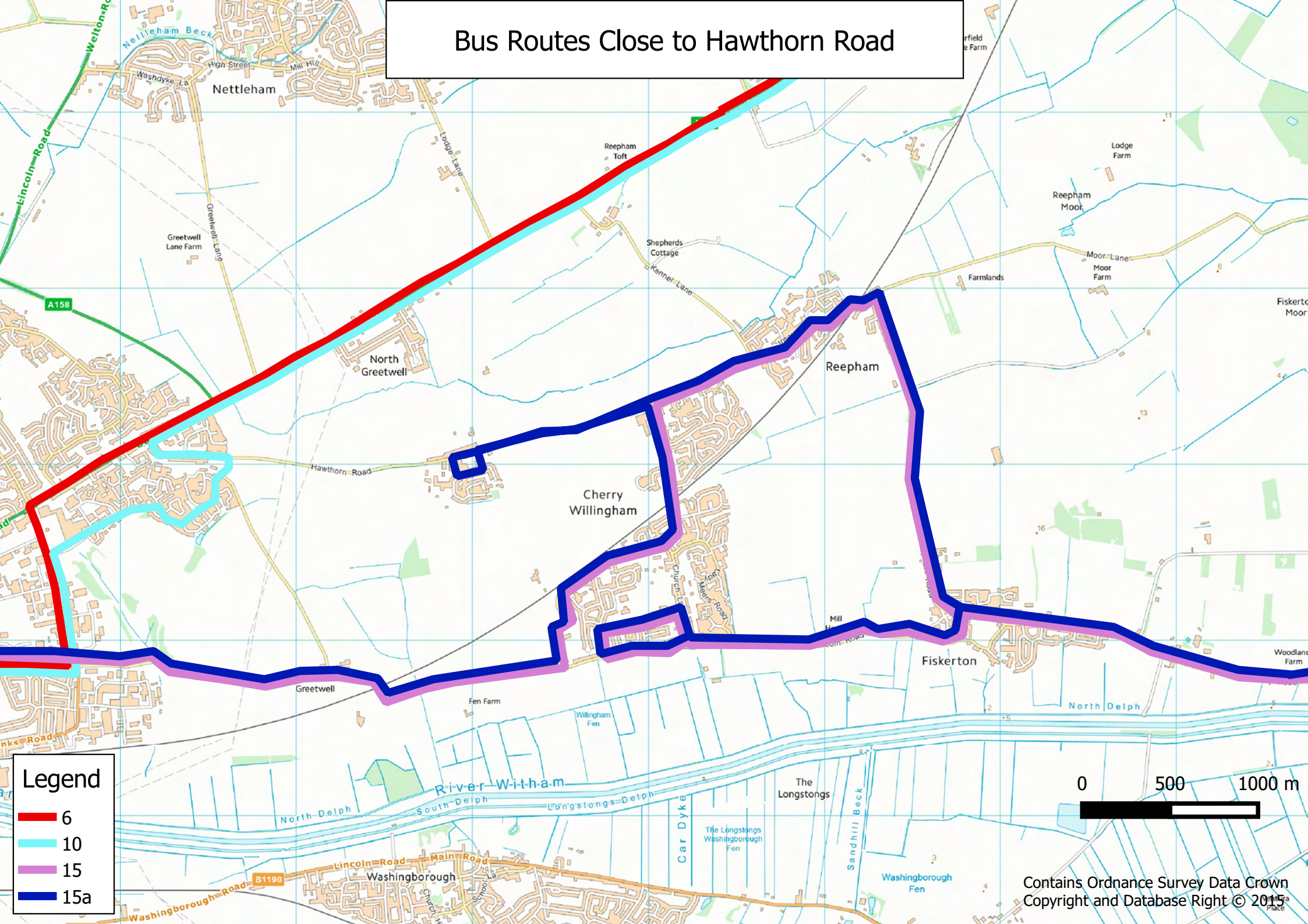


HRAG Model Cherry Willingham (Bottom Half) 16284:

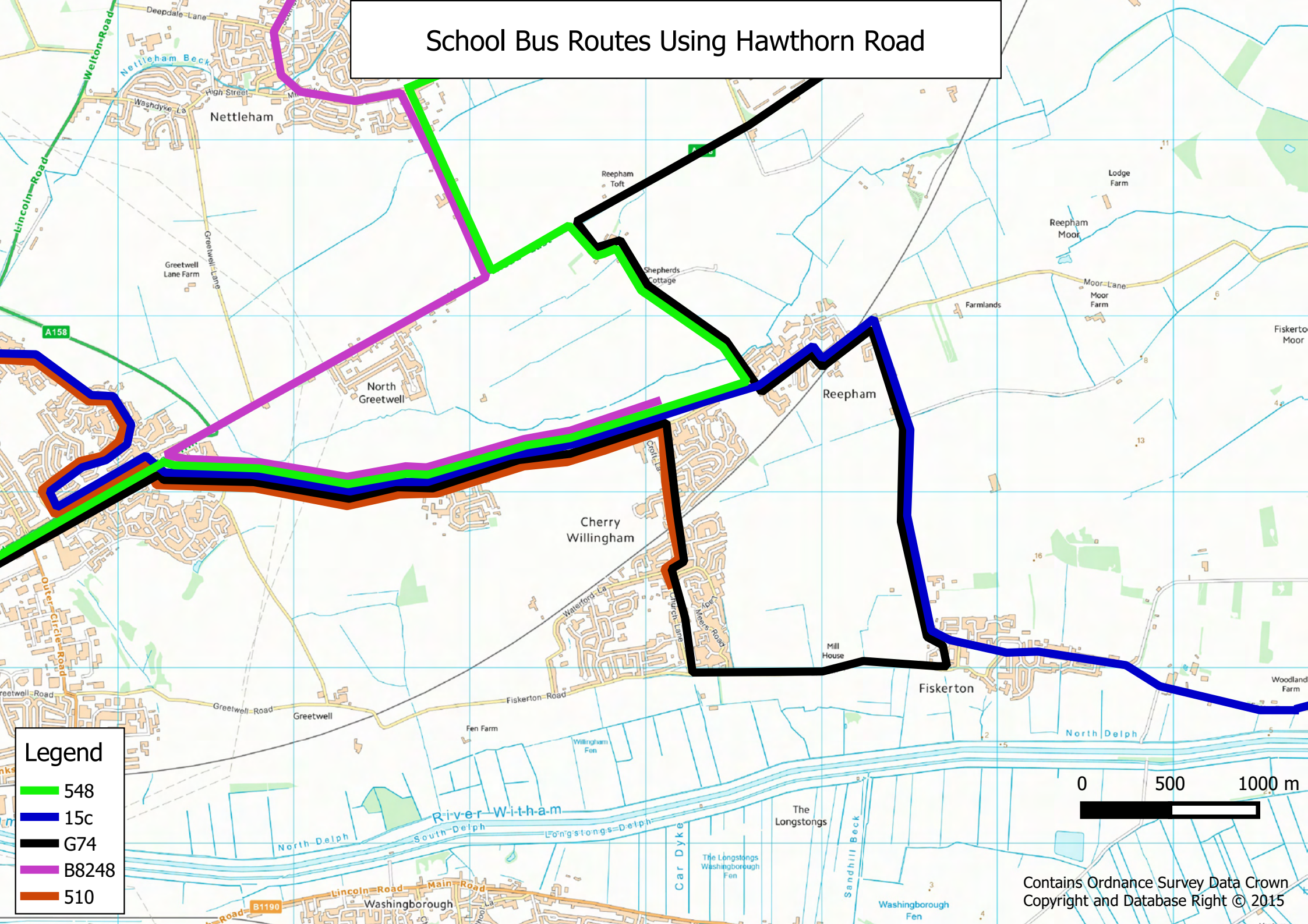


Appendix H:
Plan Showing Routes of Bus Services Close to Hawthorn Road

Bus Routes Close to Hawthorn Road



School Bus Routes Using Hawthorn Road



Appendix I:
Consultation with Bus Operators

Stagecoach EAST MIDLANDS

17 April 2015

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Lincoln
LN2 4JB

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F 01522 538229

stagecoachbus.com

Customer Services 0345 605 0 605

Mr L Rowley
Senior Project Leader
Lincolnshire County Council
Highways Alliance
Technical Services Partnership
5th Floor, Mill House
Brayford Wharf North
LINCOLN LN1 1YT

Dear Mr Rowley

LINCOLNSHIRE EASTERN BYPASS RELIEF ROAD:
LETTER OF SUPPORT – STAGECOACH EAST MIDLANDS

Further to our meeting on Friday 20 March 2015 along with Michelle Hargreaves, our Managing Director, and Dr Gary Billington from Mouchel, I write to confirm that Stagecoach East Midlands continues to support the proposals for the Lincoln Eastern Bypass Relief Road.

Much of the content of our previous letter of support for the Eastern Bypass dated 16 May 2011 remains applicable four years further down the line from your original application including the Lincoln fleet size, staffing and passenger numbers. Consequently, I enclose the previous letter for your information.

Since 2011 we have continued to work with Lincolnshire County Council and the City of Lincoln Council to develop and promote bus services in Lincoln. This has included introducing more modern buses and working with highway officers to improve key junctions and traffic flow.

Traffic congestion and the associated delays remain the most significant external factor affecting the delivery of punctual, reliable bus services in Lincoln. It is the unpredictable nature of traffic flows and lack of consistency in bus running times that forms the biggest challenge for our service planners.

Having studied the route of the Eastern Bypass I can confirm that it will have no adverse effects on the core bus routes forming Lincoln's main bus network. There may be a requirement to amend some school bus routes although we do not envisage that this will present any insurmountable difficulties.

The conclusions of our 2011 submission set out the benefits that the new road is likely to bring for traffic conditions and bus service operation in Lincoln and remain valid. For these reasons Stagecoach East Midlands continues to support Lincolnshire County Council's proposals to construct the Eastern Bypass.

Should you require any further information regarding the above please do not hesitate to contact us.

Yours sincerely

David Skepper
COMMERCIAL DIRECTOR

Copies:

Michelle Hargreaves, Managing Director, Stagecoach East Midlands
Dr Gary Billington, Technical Director, Mouchel
Anita Ruffle, Group Manager, Public Transport

16 May 2011

Mr D Skeet
Senior Project Leader
Technical Services Partnership
Lincolnshire County Council
Witham Park House
Waterside South
Lincoln
LN5 7JN

Dear Mr Skeet

LINCOLN EASTERN BYPASS RELIEF ROAD:
BENEFITS FOR BUSES

I write on behalf of Stagecoach East Midlands to confirm our support for the proposal to construct the eastern section of the Lincoln Bypass Relief road.

At first glance it may seem strange that a public transport operator would support the case for a bypass relief road, which would directly benefit car borne traffic rather than alternative modes. However, some analysis of the information set out below will reveal how removing extraneous traffic from the city and its residential environs will significantly minimise the unreasonable and unpredictable effect of delays to our bus operations. At the moment these traffic delays adversely affect our ability to deliver the bus service and place undue pressure upon our front line operating staff. More importantly, is the effect the detrimental traffic conditions have on our customers through longer journey times and lower frequency services compared to other urban operations. I am convinced that the bypass scheme will not only enable Stagecoach to deliver better services it will also contribute to economic regeneration and reducing carbon emissions.

Background

Stagecoach East Midlands is the major bus operator in the East Midlands running 500 buses and employing 1,400 staff. We have eight depots based in Lincoln, Hull, Grimsby, Skegness, Gainsborough, Newark, Mansfield and Worksop and we carry 52 million passengers over 22 million miles each year. Over 80% of our bus services in the East Midlands are operated commercially, i.e. they receive no direct subsidy support from local authorities.

Our Lincoln Depot has an allocation of 85 buses and employs 220 staff. The operation carries 7 million passengers over 3.4 million miles each year with the majority of these journeys being taken with the city and the surrounding residential suburbs. The depot runs a higher than company average proportion of commercial bus mileage in the city, which is expected from a densely populated urban bus operation.

Buses are run in Lincolnshire through a strong quality partnership with Lincolnshire County Council that sees bus operators investing in modern vehicles, service quality and frequency enhancement, staff training, ticketing initiatives, new technology, and proactive marketing. The authority supports this investment through the provision of complementary supported service provision in some weaker areas of the bus network, good quality bus infrastructure, roadside and web based bus information, and real time on key routes.

April 2006 revision

At the acquisition of the Lincoln business by Stagecoach in 2006 an extensive network review took place to modernise bus services in the city.

Analysis of the existing passenger base showed that 82% of bus journeys were between the residential areas and the city centre with an obvious potential to generate new bus use. Despite this clear fact some peripheral circular bus services were being maintained against a background of falling use, wasting resource.

Looking at the route network there is little in the way of bus priority measures in the city with three short lengths of bus lane in the lower High Street, outside the bus station, and through a bus gate near the Cathedral Quarter. Moreover, given traffic volumes there are very few opportunities for the Highway Authority to introduce bus priority measures without impacting on the road network's ability to cope flows despite some very clear "hot spots" for bus delays:

- High Street/Dixon Street junction
- High Street/St Mark Street junction
- Lindum Road inbound tailbacks from Monks Road/Broadgate junction
- Silver Street tailbacks at Broadgate junction
- Pottergate/Lindum Road, difficulties for inbound buses turning right
- Cross O'Cliff/Newark Road junction inbound delays
- Brant Road/Newark Road junction inbound delays
- Canwick Avenue/Canwick Hill inbound delays
- Pelham Bridge inbound delays am peak, and outbound delays pm peak
- Wragby Road/Outer Circle Road junction

The other main notable factor in traffic congestion is the frequent closure of the High Street Railway Level Crossing.

The Stagecoach management team took the decision to revise bus services in the area to run as effectively as possible in the existing traffic conditions with the objectives of maximising the attractiveness of the public transport offer through better service quality, enhanced frequencies, and flexible ticketing whilst trying to improve the robustness of the schedules. This was achieved through:

- A substantial influx of low floor buses being moved into the Lincoln fleet to ensure that all key city bus routes are run by accessible buses less than 10 years old, making travel easier for families with buggies, older customers, and disabled people.
- Simple routes, direct journeys, reduced waiting times.
- Three turn up and go services – Ermine, Birchwood, & North Hykeham
- Comprehensive bus guide – colour coded routes, easy to understand
- Clear, readily available bus information – bus guide, website, Traveline, on street publicity.
- Flexible ticketing: – Day Rider, Megarider – offering value for money.
- A modern, attractive image for Lincoln buses with brand name appeal.

Rise in Bus Patronage

The Lincoln population responded to the revision of the bus network with an increase in use:

- From 2005 to 2011 bus use in the city has increased by 40% from a weekly average of 90,000 journeys on the city network to 127,000.
- Weekly ticket sales rose from a weekly average of 267 in 2005 to 2,000 in 2011.

It is important to note that this growth in bus use has been realised solely on the basis of improving service quality, raising frequencies, and reducing the cost of travel to regular bus users. This clearly demonstrates that Lincoln people are willing to use public transport where it is perceived to be convenient and of a good standard.

Traffic Congestion

Although we are always trying to continually improve our service quality it is our view that further bus use growth is now constrained by traffic conditions in the city and the lack of bus priority measures.

It is very difficult to persuade motorists to leave their cars at home and use public transport for journeys into the city when the buses are waiting in the same queue that they would have encountered in their private travel mode, i.e. there is no advantage offered by

Lincoln buses. Moreover, it usually takes people longer to start the journey by bus given that they usually have a short walk to the stop and then the wait for the bus to arrive although it can be argued that this is compensated to some extent at the destination by being able to alight at a more convenient point and avoid the delay of parking.

The major barrier constraining growth, and hampering current delivery levels, is the increase in costs required to maintain the existing bus punctuality. Over the last fifteen years bus running times on the core routes have been increased by 25% simply to account for traffic delays. On an unchanged comparable service frequency, such as Service 66 City – Birchwood, this simply increases costs by 25% against the same revenue levels making it difficult maintain discounted fares for regular users.

We need to ensure that we maintain punctuality for two important reasons: (a) industry survey work shows repeatedly that the most important consumer factor in bus services is reliability and (b) all bus operators have an obligation placed upon them by the traffic commissioner to work to a target of 95% of all services being on time, i.e. not more than five minutes late.

In some cases the disruption caused by traffic congestion has led us to reduce service frequencies to increase running times to maintain our targets. Just over a year ago we reduced Service 27 City – North Hykeham to every 12 minutes from every 10 to give the same six buses on the cycle 72 minutes to complete a schedules circuit rather than 60 minutes. Whilst this has undoubtedly led to a more reliable bus service it cannot be denied that the frequency is less attractive.

The High Street Rail Crossing

Bus routes between the city centre and the southern residential areas are markedly busier than those from the north. All need to cross the railway line bisecting the city centre core. Traditionally, this was achieved by buses inbound and outbound over the High Street Rail Crossing from Lincoln Central Station.

Independent monitoring of rail crossing closures show that the closures have become longer and more frequent and the resulting stationary traffic takes longer to begin to move again as traffic levels in the city rise. Clearly, this has a detrimental effect on the bus service.

During 2010 working with Lincolnshire County Council Highways we took the decision to reroute inbound buses along Portland Street, which achieved a 9% improvement in punctuality. This is a relatively short term fix to improve reliability as (a) traffic congestion is increasing on this route and (b) in the longer term this will not remain a suitable road for bus traffic given local environmental and parking concerns.

There is no suitable alternative for outbound buses to traversing the railway crossing.

Conclusion

All of the above demonstrates that rising traffic levels in Lincoln are adversely affecting the bus service and placing constraints on growth. And impacting upon the local environment an carbon emissions. In summary the issues are:

- Traffic levels in Lincoln are progressively rising, which is leading to increased congestion and pollution.

- Traffic delays are adversely impacting on our ability to deliver reliable bus services to our customers and we are incurring continued cost increases to our business as we adjust schedules to try to manage out the effects of congestion.

- Longer running times and increased costs impact upon the attractiveness of the bus as an alternative travel mode impacting upon bus fares and patronage creating a cyclical, negative effect. This is despite a clear indication of the willingness towards modal shift if all elements of the service are correctly delivered.

- The historic nature of Lincoln's city centre means road space is constrained.

- Rising traffic volumes means that road space cannot be easily given up exclusively to buses without a significant adverse effect on general traffic flows, which would further exacerbate current delays to buses.

- Other means of traffic management deployed in similar historic cities such as York and Cambridge, such as Park and Ride, are challenging in Lincoln without removing some extraneous traffic as it is difficult to create room for the supporting package of priority measures.

- Uniquely, Lincoln's worsening traffic conditions are being exacerbated by increased rail traffic through the city centre creating more frequent and longer High Street Crossing Closures.

- All of the above is impacting upon Lincoln's attractiveness as a retail and commerce centre, which will ultimately impact upon the city's economic sustainability. The economic regeneration and job creation in the city is being constrained.

Stagecoach East Midlands is engaged in all the good practice promoted by central government for responsible bus operators. We have strong relationships with all of Lincoln's key stakeholders including the City and County Councils, the Lincoln Business Improvement Group, and the Chamber of Commerce.

We support the proposal to construct an Eastern bypass, which will create an outer ring road taking away extraneous traffic that is currently passing through the city centre. This

will reduce traffic levels in centre Lincoln freeing up road space for buses. This will offer up the following opportunities:

- The provision of a raft of bus priority measures including bus lanes in the city centre improving bus journeys times, punctuality levels, and reliability. This will make the bus service more attractive generating more business.

- The potential to free up staff and vehicle resources through more efficient bus cycles, which can be reinvested in more frequent bus services and new route development.

- Better provision of public transport will encourage modal shift from the private car, which will help further reduce traffic congestion, pollution, and improve air quality.

- Create the necessary traffic conditions to develop Park and Ride for Lincoln, which will encourage more tourist and visitors to the city and reduce the need for valuable city centre land to be utilised for car parking.

- Enable the Bus Quality Partnership to develop good public transport to support new development and improve connections to retail, commerce, employment, education and healthcare.

- Stagecoach East Midlands will have a firmer base giving us encouragement to invest in new buses and local employment.

- Better bus services underpin the local economy creating the opportunities to grow new business, prosperity and employment.

Should you wish to discuss any of the above with us directly please feel free to contact me at any time.

Yours sincerely

David Skepper
COMMERCIAL DIRECTOR

Brylaine
Investing in local service
291 London Road
Boston Lincolnshire
PE21 7DD

T: 01205 364 087
F: 01205 359 504

12 May, 2015
Our ref;

Lee Rowley
Senior Project Leader
Technical Services Partnership
Lincolnshire County Council
Crown House
Grantham Street
Lincoln
LN2 1BD

Dear Lee,

Ref; Lincoln Eastern Bypass Project

Further to our meeting of 6th May 2015 with regard the planned Lincoln Eastern Bypass Scheme, I would like to thank you for your time in explaining this scheme to me. Your candid approach allowed me to report back to my executives positively and effectively.

I would confirm that the benefits to our services entering the City from the East and in particular using the B1188 from the Branston direction will be positively welcomed, especially at peak traffic periods.

For this and the obvious effects of this scheme upon inner city traffic flow by taking through traffic away from the area of Pelham Bridge and the very difficult Lindum Hill, it is our intention that Brylaine Travel Ltd will fully support a positive continuation of this project and it is our hope that the forthcoming Public Inquiry will support its furtherance.

Assuring you of our fullest attentions at all times.

Yours sincerely

M P Wheatley
Operations Director
Brylaine Travel Ltd

Coaches of Lincoln Ltd.

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3rd July 2015

Dr Gary Billington
Technical Director Transport

Consulting

Mouchel

Dear Gary

Ref: Eastern Bypass

Many thanks for taking your time to come and discuss the proposed Eastern Bypass

As a transport provider, improving the road network is beneficial to us in the fact that this will take away congestion from the town centre where most of our services are run

We would like to wish you every success in your bid to improve the local road networks

I trust that you will find this in order, however should you have any queries or require further assistance please do not hesitate to contact me

Yours Sincerely

Suzanne Traynor
Operations Executive
Email: suzanne@pccoaches.co.uk